

Freighters by Mules & Wagons:

Rufus Lawton freighted from Craig, Colorado to Heber City
and Return.



HAPPY HALLOWEEN

**All
Halloween
Fabric
ON SALE**

**\$ SCARY SAVINGS \$
4 Big Days**

Oct. 21, 22, 23, & 25

**All Fabric
20 - 80% Off**

Extra Discount On Sale Tables

Fake Fur (Large Selection) - 25% off

Christmas Fabric 30 - 60% off

60" Knits Reg. \$4.29 - \$4.98/yd SALE \$3.00/yd

Simplicity, McCalls, Butterick, Kwik Sew
Patterns Close Out 99¢ ea. or 3/\$2.00

All Scissors - 25% off

Pick up an extra pair for Christmas

Lg. Selection Maxi-Lock Cone Thread

3000 yd. cones Reg. \$4.59 **4 Days \$3.50 ea.**

Progressive Quantity Discount on 60" Flannel

Other Fabric & Notion Specials

1 YD Minimum Cut For Sale Prices

The Thread Shed

50 E 100 N • Heber City • 657-0097

Extended Hours For Sale: 9:30 a.m. - 6:00 p.m.



**All
Polar Fleece
20 - 50% off**

**72" Felt
30% off
Squares - 4/\$1.00**

Rufus Lawton Freight Line
operator & owner: " " " Son of
Lloyd Lawton & Rollin Lawton (sons) helped him.
Equipment: Mules & Freight Wagons

Ran from Craig, Moffit Co., Colorado Through Vernal,
Roosevelt & Duchesne to Heber City & return.

He hauled furniture, dry Goods, supplies, implements to Heber City
Then return to Craig & oats, wheat or other grain

It started:

" Stopped:

History:

Hazards: Indian Raiders
Rough Roads
Long Distances



Refers to London Freight Line

operator & owner: " " 2019

lighter 1/2 ton (new) weight

Equipment: Mules & Freight Linemen

Ran from Craig, Moffat Colorado through Vernal

Rockwell & Jackson to Aspen City & return

also a number of other freight lines

in the area - all now abandoned

It started:

stopped:

History:

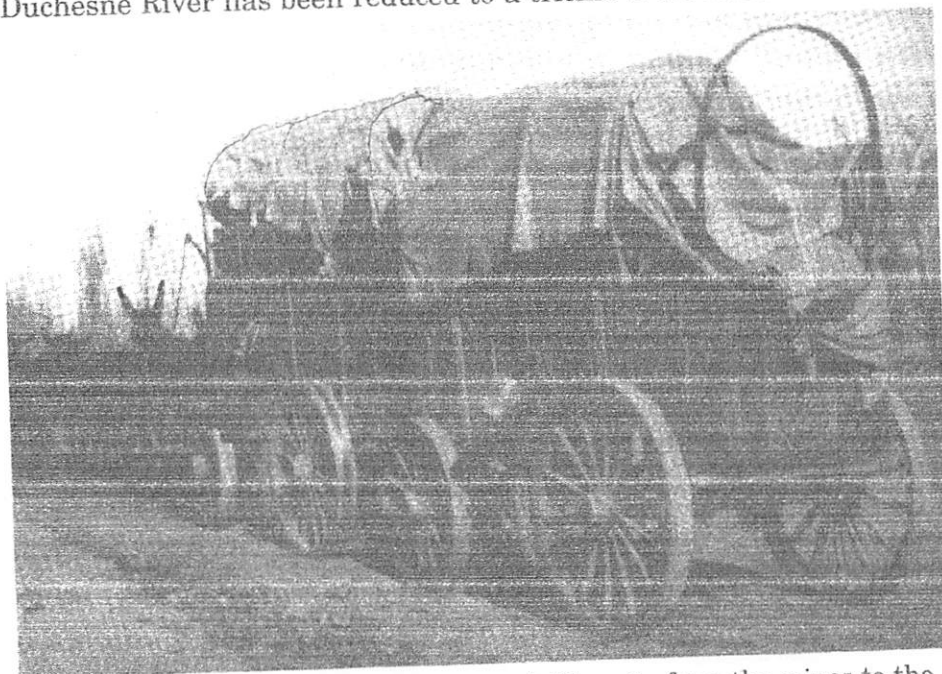
Hazards: Indian Raiders

Rough Roads

Long Distances

Atop the well he positioned a whim, a machine driven by a horse yoked to a long arm extending outward from a center capstan and gearbox. Cable was wound around a spool, raising a bucket from the well below. The bucket held more than fifty gallons and worked by a foot valve. At the top of the well a mechanism tripped the valve, and the water flowed freely. Smith caught the water in a holding tank and a system of wooden troughs. The air near the well was cool from evaporation off the wet soil and dampness rising from the well head. In such a dry locale, the only wet smell sweeter was that of thunderstorms rolling through the pinon pine forest.

Smith had not gone into the badlands thinking that just because he had water to sell the people would come. He had traveled the Nine Mile Road and had seen the number of freighters, travelers, mail carriers, and military and Indian agency personnel plodding along the terrestrial ribbon of dust. Before they could reach any Uinta Basin settlement, these travelers had first to cross the mighty Duchesne River. [The river is nothing compared to what it once was. With the advent of the Central Utah Project which took water from the confines of the Uinta Basin to areas along the Wasatch Front, the Duchesne River has been reduced to a trickle of its natural flow.]



Freighters hauled supplies to the fort and Gilsonite from the mines to the railroad. The most common method was a double team of horses or mules and tandem wagons

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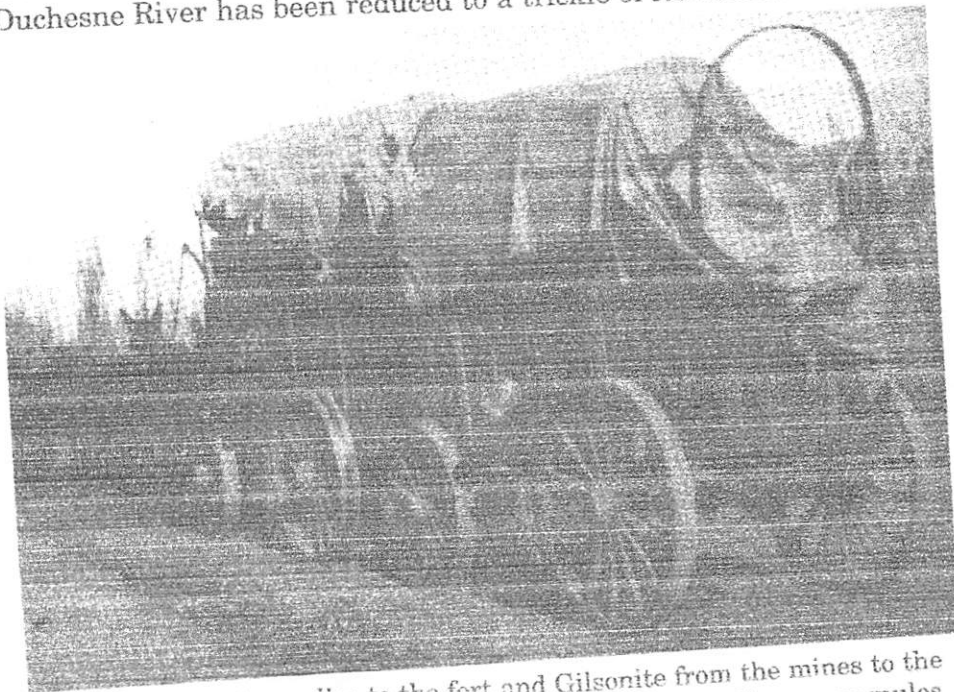
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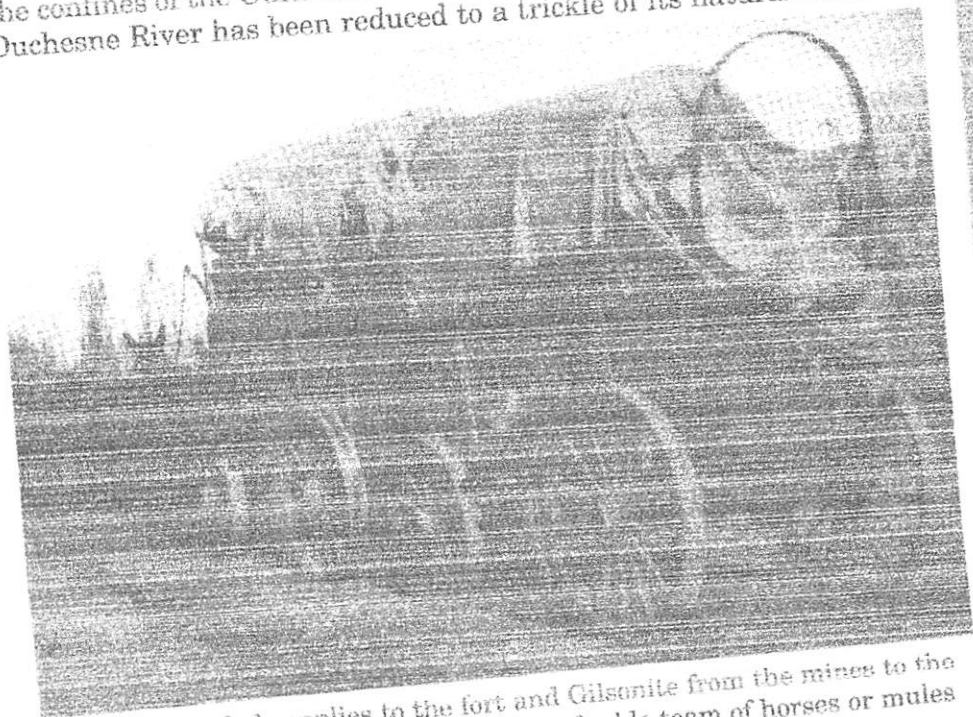
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